



505 Third Street
Hudson, Wisconsin 54016-1694
FAX: (715)386-3385
www.ci.hudson.wi.us

Michael Mroz
Public Works & Parks Director
mmroz@ci.hudson.wi.us
(715)716-5746

Kevin Soltis
Supervisor
ksoltis@ci.hudson.wi.us
(715)781-2683

Deb Andrews
Executive Assistant
dandrews@ci.hudson.wi.us
(715)386-4767, ext. 113

**CITY OF HUDSON
PUBLIC WORKS COMMITTEE AGENDA
CITY HALL COUNCIL CHAMBERS
505 THIRD STREET, HUDSON, WISCONSIN
MONDAY, MAY 13, 2019 – ~~5:00 P.M.~~ 5:30 p.m.**

1. Consideration of Public Works Committee Meeting Minutes
2. Discussion and Possible Action on the private drive at the Landfill Property -1150 Krattley Lane
3. Review Draft policy for curb and gutter replacement
4. Review Draft policy for alley improvements
5. Discussion and Recommendations including the 11th Street/Heggen Street Bridge replacement in the capital improvements
6. Update: Hudson Urban Forestry
7. Project Update: Public Works
8. Items for Future Agendas.

Adjournment.
Jim Webber
Chairman

Posted in City Hall lobbies and on city website www.ci.hudson.wi.us on 5-7-2019

Notice is hereby given that a majority of the City Council may be present at this meeting to gather information about a subject over which they have decision-making responsibility. This constitutes a meeting of the City Council pursuant to State ex rel. Badke v. Greendale Village BD, 173 Wis. 2d 553, 494 N.W. 2d 408 (1993) and must be noticed as such, although the Council will not take any formal action at this meeting.

PUBLIC WORKS COMMITTEE MEETING
CITY HALL COUNCIL CHAMBERS
APRIL 15, 2019

MEMBERS PRESENT Jim Webber, Paul Deziel

ABSENT Sarah Atkins Hoggatt

OTHERS PRESENT Michael Mroz, Mike Johnson, Elizabeth Moline, Nick Vivian

Roll call taken. Chairman Webber called the meeting to order at 5:03 p.m.

PUBLIC WORKS COMMITTEE MEETING MINUTES MOTION BY Deziel, second by Webber recommend approval of the March 25, 2019 Public Works Committee meeting minutes. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION ON ACQUISITION OF HIGHWAY 35 BETWEEN STAGELINE ROAD AND HANLEY ROAD Mroz stated the Community Development Department has received an application to rezone the property on the northwest corner of Hanley Road and Old Highway 35 for future multi-family residential development.

Mroz explained that the Old Highway 35 portion is under the jurisdiction of the Town of Hudson and because of the anticipated traffic that would impact the area with future development the Town is asking the City to consider taking over jurisdiction. Mroz stated current conditions of the road are in need of repair estimating between \$50,000-\$70,000.

Elizabeth Moline, acting Town of Hudson Chairman, spoke on behalf of the Town stating that discussions have taken place in reference to the section of Old Highway 35 and the maintenance and proposed future developments. She noted that traffic impact is primarily for access to city owned properties.

DISCUSSION AND POSSIBLE ACTION ON THE PROPOSED 2019 SIDEWALK INVENTORY Mroz stated quotes from both SEH and Bolton & Menk were provided for engineering services detailing the scope of services involved with a city-wide sidewalk and pedestrian crossing assessment. The estimated engineering costs for the full scope of services were SEH \$28,310 and B & M at \$35,680.

He explained the assessment will identify hazardous sidewalks and non-compliant pedestrian ramps which will then be rated and placed in the interactive GIS mapping system. The overall Committee agreed the assessment will assist with future budgeting of the sidewalk, curb and gutter replacement program. Mroz stated the funding could come from the \$75,000 capital improvement fund for sidewalk replacement.

MOTION by Deziel, second by Webber to recommend approval of the LOE with SEH in the amount of \$28,310.00 to conduct the sidewalk and pedestrian crossing assessment with funding to come from the 2019 Sidewalk Replacement program. MOTION CARRIED.

DISCUSSION AND POSSIBLE ACTION ON THE RETAINING WALL POLICY Mroz stated discussion with city staff and the city attorney in reference to retaining walls on public and private property has been on-going. He provided a draft policy that would address construction of new and existing retaining walls and also includes the city's responsibilities.

Mroz stated a number of other communities were contacted about the policy. He noted that very few cities have a policy due to the topography, etc. The Committee suggested an overall inventory of city walls be explored and to discuss the homeowner's responsibility pertaining to assessments. This matter was referred to a future meeting agenda.

DISCUSSION AND POSSIBLE ACTION ON THE STORM WATER POND MAINTENANCE EASEMENT FOR VINE HILLS POND Mroz provided information on the storm pond located on the south side of Vine Street at Diamond Drive. He provided a topographic map of the area noting the center portion of the pond as dedicated to the city, and the other portions owned by the two abutting properties.

PUBLIC WORKS COMMITTEE MEETING
CITY HALL COUNCIL CHAMBERS
APRIL 15, 2019

Mroz stated the MS4 permitting requires the city to comply with items related to storm water. Noted the post construction stormwater management is one of the many requirements of the permit noting that maintenance of this pond makes sense due to the city's current responsibilities.

Mroz provided a draft pond maintenance agreement which would provide an easement to the city. Noted the steps to be taken to obtain an easement include cooperation between the city and the property owners. Due to the existing condition of the pond it would be in the best interest of the city to clear the debris and inspect the pond and the city could then take on the responsibility and future upkeep of the pond.

MOTION by Deziel, second by Webber to recommend the city proceed with the maintenance easement agreement with the abutting property owners. MOTION CARRIED.

PROJECT UPDATE Mroz stated the 2018 Street Maintenance is underway. Noted the contractor will be on various streets as weather permits. Noted the 2019 Street Maintenance bid opening will be held on May 2, 2019.

Mroz stated the 2019 Arbor Day celebration will be held in Lakefront Park on Saturday, April 27, 2019 at 9:00 a.m.

Mroz stated the Highway 35 Informational meeting was held at City Hall. He stated the design was presented and questions on road closures were addressed. Noted a WI DOT meeting is scheduled Eau Claire on Thursday, April 18 to review the plan for 2021 construction.

Mroz stated city crews are patching pot holes and performing general street maintenance. Noted the street sweeping and street painting will begin as weather permits.

ITEMS FOR FUTURE AGENDAS Webber mentioned whether public transportation should be a Public Works Committee discussion. It was suggested Community Development review the request.

Mroz stated City staff, Hudson Chamber and downtown business representatives met with Advance Disposal on how to incorporate recycling into the downtown area. He stated Advance Disposal agreed to do a pilot program that will provide recycle bins at designated locations.

Deziel questioned other options for composting. Mroz stated past discussions resulted in land space within the city limits not being available in addition to other issues related to compost sites. He noted the curb side yard waste program is available to residents.

Webber recommended the next meeting be held on Monday, May 13, 2019 at 5:00 p.m.

MOTION by Deziel, second by Webber to adjourn the Public Works Committee meeting. 6:20 p.m.
MOTION CARRIED.

Submitted by,

Deb Andrews
Public Works Secretary



Michael Mroz
Public Works & Parks Director
505 Third Street
Hudson, Wisconsin 54016
ph: 715-716-5746 5 fx: (715)386-3385

TO: Common Council

FROM: Michael Mroz; Public Works Director

DATE: May 8, 2019

SUBJECT: Discussion and Possible Action on the private drive at the Landfill Property – 1150 Krattley Lane

BACKGROUND:

The City of Hudson owns a parcel of land in the Village of North Hudson, which was once the old landfill (see attached map). Since the landfill was capped, the site has been primarily used for City storage of equipment and materials along with the four baseball diamonds utilized by the Hudson Boosters.

The access road is a private drive serving City Employees, users of the baseball fields, and the Rod & Gun Club. A resident of the Village has contacted City staff to express their concern with the excessive dust caused from the vehicular traffic driving past their property. This is not an isolated issue, rather, the resident has been requesting the City to do something for quite some time.

Up to this point the City, on an annual basis, has graded and applied calcium chloride to keep the dust down up to the Rod and Gun Club access gate. Calcium chloride applications are very common on crushed rock roads to reduce the dust.

The map identifies the property lines and the City is only responsible for the area that falls within that area, so even if the City were to proceed with placing hot mix asphalt, the problem would persist. Preliminary estimations to pave the City's portion of the road is \$110,000, which would need to be bonded for in an upcoming CIP cycle.

The other issue is the private drive is the only access to the Rod and Gun Club. No maintenance agreements or easements are on file.

FUNDING SOURCE:

No funds requested at this time.

STAFF RECOMMENDATION:

Staff recommends we continue to place calcium chloride on the City's portion of the road three times throughout the summer until a more permanent solution can be found.

SmartConnect Map

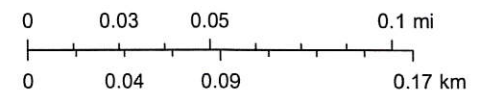


May 9, 2019

St. Croix County - Address Points

☐ Parcels

1:4,514



Eagleview and SCC CDD

SmartConnect User
SEH | Eagleview and SCC CDD |



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Public Works & Parks Director
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TO: Public Works Committee

FROM: Michael Mroz; Public Works Director

DATE: May 8, 2019

SUBJECT: Review draft policy for curb and gutter replacement

BACKGROUND:

The City of Hudson does not have a standard curb and gutter replacement policy in place to direct committees and staff when problems arise from failed systems. Therefore, staff has created a draft policy to review and edit to standardize procedures.

For the purpose of this meeting, I would like the committee to review the draft policy and discuss any edits, as the intention is to forward onto City Council for final approval.

FUNDING SOURCE:

No funds requested at this time.



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City of Hudson Department of Public Works Curb Replacement Policy

POLICY

Deteriorated curb and gutter sections along the public right-of-way due to age, improper slopes, freeze-thawing, or poor concrete quality shall be eligible for the curb replacement program. This program requires a 50 percent shared cost for the property owner through a special assessment, with the City paying the remaining 50 percent per the special assessment policy.

PROCEDURES

After initial contact is made with the Public Works Department, staff will visit the site and determine if the problem qualifies for the curb replacement program. Within five working days the general provision for the program will be discussed with the proper owner.

1. If a curb must be replaced, the entire 10-foot section must be replaced from expansion joint to expansion joint.
2. New Curbs shall be finished to match the existing curb and/or apron elevations. Curbs replaced on over-laid streets shall be finished to match the existing curb, and over laid with the appropriate thickness of asphalt.
3. There must be a minimum of 100 LF of replacements before the City posts advertisement for replacement. The totals can be from one project or the culmination of many.
4. The City Engineer shall determine which curbs shall be removed and replaced.
5. Replacement curb must meet the City of Hudson standard specifications for curb and gutter.
6. No color or tint shall be added, unless approved by the Public Works Committee.

QUALIFIERS FOR CURB REPLACEMENT

1. Curbs with cracking, settlement, drainage problems, or significant spalling and other deterioration should be replaced. Rolled curbs in good condition with no drainage problems will not be replaced.
2. Cracks in the curb should be replaced only if further deterioration is likely or there is evidence that the curb might settle (subject to engineer review).
3. Curbs that have settled and resulted in obvious low spots, holding water, should be replaced.
4. Curbs that have raised more than .5 inches up shall also be replaced.
5. Drainage problems will typically require some survey. The Engineer shall determine the direction of flow and replace the area needed. The area may require a catch basin to be installed and tied into the nearest storm sewer.



Michael Mroz
Public Works & Parks Director
505 Third Street
Hudson, Wisconsin 54016
ph: 715-716-5746 5 fx: (715)386-3385

TO: Public Works Committee

FROM: Michael Mroz; Public Works Director

DATE: May 8, 2019

SUBJECT: Discuss creation of policy for alley improvements

BACKGROUND:

The City of Hudson does not have a standard alley improvement policy in place to direct committees and staff when problems arise from failed systems. Therefore, staff will lead a discussion to begin the initial steps on the development a standard policy.

DISCUSSION POINTS:

- a. Review current assessment policy (50/25/25).
- b. Initial rating program
- c. Proactive or reactive
- d. Majority resident consent
- e. CIP inclusion
- f. Create Ordinance specific to alleyways (example attached).

FUNDING SOURCE:

No funds requested at this time.

SPECIAL ASSESSMENT POLICY
City of Hudson, Wisconsin

II. COST ALLOCATION

There are two factors to be taken into consideration when considering the cost allocation of any improvement. One, "What is the public benefit as opposed to the private benefit?", and two, "Is the allocation of the private benefit costs between or among the benefited properties?"

A. Public/Private Benefit:

Regarding public and private benefit, the following policies are in effect in the City of Hudson:

1. Street Improvements. 100% of the cost of new local street improvements will be allocated against the benefited property. Replacement of street surface between curb and gutter on either side of the street will not be assessed. (Amended 7/5/88)
2. Original and Replacement of Driveways. Original and replacement costs of driveways, from curb and gutter to property line, shall be 100% assessed against the benefited property. (Am. 7/5/88)
3. Sanitary Sewer Collection Mains. New sewers will be 100% assessed against benefited property. Replacement of sewers will not be assessed.
4. Water Distribution Mains. New water lines will be 100% assessed against benefited property. Replacement of water lines will not be assessed.

5. Alleys.

- (a) Commercial and Industrial Districts Construction and improvement of alleys, where required by the Plan Commission in commercial and industrial districts, shall be 100% assessed against the benefited property.
 - (b) Residential Districts The total cost of all work involved in the original construction of alleys shall be 100% assessed against the benefited property. When alley improvements are necessary, costs shall be shared on a 50/25/25 basis between the City and the benefitting property owners. The City would pay 50%, the property owners on each side of the alley would pay 25%. (Cr. 6/20/94)
6. Frontage Roads. Where a frontage road is required to serve an area, the total cost of the road will be assessed against the total area benefiting from the road, which may include more than the property abutting the frontage road.

Sec. 70-19. – Alleys.

- (a) *Procedures.* Not less than annually, the Public Works Committee shall make a recommendation to the Common Council for the repair/replacement of existing alleys.
- (b) *Repair or replacement.* Pursuant to Wis. Stats. § 62.11(5) and Wis. Stats. § 66.0701, and in addition to other methods provided by law, the Common Council may order the repair, removal, or replacement of any alley for the health, safety, and welfare of the public and the good order of the city. Fifty percent of the cost of paving with bituminous asphalt will be borne by the City, with the other 50 percent borne by the property owners. Costs associated with engineering, underground utilities, subgrade, curb, site restoration, lighting, and all other project costs shall be borne by the City. The cost to reconstruct the alley will be determined each year based on current market pricing and applied on a lineal foot basis when calculating the abutting property owner's share. Property owners can pay the bill in one lump sum, or choose to have the bill placed upon the tax roll as a special tax against said lot or parcel to be repaid over 5 years at an annual interest rate of six percent. Routine alley maintenance including but not limited to fixing potholes, crack filling, and seal coating are the responsibility of the City.
- (c) *Permit.* No person shall hereafter lay, remove, replace, or repair any public alley within the City unless the person is under contract with the City to do such work or has obtained a permit therefore from the Director of Public Works or his or her designee at least seven days before work is proposed to be undertaken. No fee shall be charged for such permits. Such a permit shall be issued upon a showing that there will be compliance with all applicable laws, standards, and ordinances.
- (d) *Nonconforming alleys.* An alley constructed contrary to the provisions of this section shall not be considered a legal alley, and may be ordered to be replaced with a legal alley that is in conformity with this section, the same as if no alley whatsoever had been built or constructed in the place where any such alley is located.
- (e) *Alley specifications.* All public alleys shall be paved with bituminous asphalt and otherwise comply with Section 117-28 (General Street Design Standards) of the City Code and AASHTO standards.
- (f) *Weight restrictions.* Pursuant to Wis. Stats. § 349.16 and Wis. Stats. § 349.17, vehicles having a gross weight of more than 6,000 pounds are prohibited from using any public alley within the corporate limits of the city, unless such alley is being used to obtain orders for supplies or to deliver supplies or commodities to or from a place of business or residence with an entrance on such alley, or if the vehicle is authorized to perform certain services reasonable and necessary to promote the public health, safety, and welfare.
- (g) *Speed limits.* No person shall drive a vehicle on any public alley in the City of New Richmond at a speed greater than is reasonable and prudent under the circumstances, and in no event at a speed greater than ten (10) miles per hour.



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Public Works & Parks Director
505 Third Street
Hudson, Wisconsin 54016
ph: 715-716-5746 5 fx: (715)386-3385

TO: Common Council

FROM: Michael Mroz; Public Works Director

DATE: May 8, 2019

SUBJECT: Discussion and Recommendation to include the Heggen Street Bridge replacement in the Capital Improvement Plan

BACKGROUND:

Over the past two months, the City of Hudson Planning Commission has discussed the traffic and pedestrian problems on the Heggen Street Bridge. Therefore, the Community Development department hired a traffic engineer to provide some guidance on how to alleviate the congestion and the City's options moving forward. Attached is a summary of his report.

The Public Works Committee should discuss the options presented in the traffic study.

FUNDING SOURCE:

No funds requested at this time.

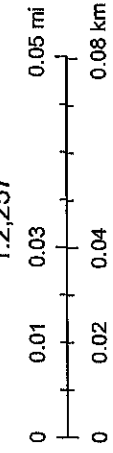
STAFF RECOMMENDATION:

Following discussion staff recommends the committee include the reconstruction of the 11th Street Bridge in the Capital Improvement Plan.

SmartConnect Map



1:2,257



May 9, 2019

St. Croix County - Address Points ☐ Parcels

☐ St. Croix County - Parcels

SEH, Eagleview and SCC CDD



505 Third Street
Hudson, Wisconsin 54016
ph: (715)-386-4765 fx: (715)386-3385
www.ci.hudson.wi.us

TO: Plan Commission
FROM: Community Development
DATE: March 26, 2019
SUBJECT: Eleventh Street/Heggen Street Bridge

BACKGROUND:

Following the last Plan Commission meeting, staff discussed the ongoing concern about the capacity issues of the 11th Street bridge. Staff directed the consulting traffic engineer to provide some guidance on how the City could best proceed. The following is a summary report with options that the City may consider moving forward:

We reviewed the intersections of Heggen Street with Coulee Road and Crest View Drive and the bridge over Interstate Highway 94. Traffic counts were made at the intersection in May 2018 and used as an evaluation of alternate routes in the Carmichael Road Corridor study,

The Heggen Street bridge is one of only two bridges across I-94 connecting the north and south sides of Hudson. The Coulee Road intersection is directly adjacent to the bridge and slope to I-94. The Crest View Drive intersection is about 125 feet from the bridge end. The Corridor Study provided the following information about the bridge and intersections:

"The intersections of Heggen Street and Crest View Drive on the south side of I-94 (South intersection) and 11th Street and Coulee Road on the north side of I-94 (North intersection) are already busy and often congested. In the AM peak hour, the Heggen Street Bridge carries 550 vehicles in each direction. In the PM peak hour, the bridge carries 750 vehicles southbound and 850 northbound, based on turning movement counts made in May 2018.

"Based on the turning movements at the intersections on either side of the bridge and traffic volume data and observations made at other intersections, the Heggen Street Bridge already serves as a route to and from destinations on the south side of I-94. It not only serves as a local connection across the bridge, but serves Minnesota traffic using a route of Exit 1 (Highway 35 north), 2nd Street, and Coulee Road where their south trip end is in the western portion of the industrial area."

The Coulee Road intersection is congested in the peak hours. The heaviest volume is northbound in both AM and PM peak hours and during the day. The PM peak has 1552 vehicles with 351 turning right traveling primarily to commercial businesses or the

westbound slip ramp to I-94. There are also 247 left turn and 203 through movements.

There are three eastbound lanes on Coulee Road and the separate right turn lane carries 377 vehicles. The short left turn lane is adequate for the 69 left turns. Westbound traffic has two lanes and the left turn lane carries 167 vehicles. The combined right turn and thru lane is adequate for the combined 221 vehicles. The southbound approach has the lightest volume.

The bridge width is approximately 47 feet. It is currently marked for three lanes; a single lane in each direction and a left turn lane for each adjacent intersection. The northbound lane is adjacent to a concrete barrier and the southbound lane adjacent to a sidewalk, although the current lane widths provide adequate clearance distances. A four lane section would require 50 to 54 feet for these conditions.

While it is possible to mark the lanes for 4 lanes to provide separate thru and right turn lanes at the Coulee Road intersection (12', 11.5', 11.5', and 12'), the right turn lane would be only 12 feet wide adjacent to the barrier wall. The southbound lane would only be 12 feet wide and pedestrians would be vulnerable to close traffic, especially truck mirrors. Trucks turning onto the southbound lanes on the bridge would have a very difficult time entering the 12 foot wide lane without encroaching on the northbound lane.

There are a few options that could be considered. The most complete improvement would be to widen the bridge to add a northbound 2nd lane which would become a right turn lane at the Coulee Road intersection. This possibility was reviewed by our bridge department who are quite familiar with the bridge. The following is from their response:

"The existing 11th Street bridge over Interstate 94 (Br# B-55-026) was built in 1973 and the east sidewalk removed and a concrete deck overlay placed in 1997. The deck was sealed in 2014 and 2017. The bridge is a 236-foot-long two span haunched steel deck girder structure with a 5-foot sidewalk on the west side and approximately 47 feet between the sidewalk curb and a barrier on the east. There is nearly 20 feet of clearance above IH-94. More than the 16'-6" typically needed. The bridge has an inventory load rating of HS-19 and operation rating of HS-32. The bridge has a sufficiency rating of 86.2. There is no load posting of the bridge and the bridge is not eligible for state or federal rehabilitation or replacement funding due to these relatively high ratings. The bridge is owned and maintained by the state.

"Based on the most recent routine inspection made on June 27, 2018, several deficiencies noted were the cracking and spalling of the center pier columns and cap and on the abutments. The paint on the steel beams is also flaking off of the lower flanges of most of the beams. The deck is in relatively good condition with minor transverse underside cracking and top surface abrasion.

"Widening of the bridge is possible but would have to be done in conjunction with the Department of Transportation. It is unknown if the state has any future plans to replace or widen this bridge since the ratings are relatively good and it serves the geometric requirements of the interstate highway below. The bridge would be most economically widened by 12 feet with the addition of a single girder, an additional pier column and

widened abutments. Widening beyond 12 feet would require additional girders. Widening this bridge 12 feet to the east to create an additional lane would have a construction cost of approximately \$650,000. The remaining service life of the bridge is controlled by the deteriorating condition of the piers and is estimated to be approximately 20 years. A new replacement bridge with a single 12 foot wide walk/trail and 56 foot roadway width would have an estimated construction cost of \$2,800,000 in current dollars."

The plans and bridge inspection report are available if you want them.

An additional option would be to widen the east side similar to the west side to add a triangular area for a channelized northbound right turn. This would have little effect if there is stopped thru traffic.

A third option would be to review the current signal timing and phasing. Left turn phases exist on all four approaches at Coulee Road. A brief capacity and simulation program would determine what improvements in efficiency could be made with timing adjustments, and possibly phasing changes. This would also permit an evaluation of the improvements a separate northbound left turn phase would make if the bridge were widened. A similar review could be made at Crest View Drive.

A roundabout could also be considered, but it would have to be positioned to the northeast to get proper alignment on the south and west approaches. It would require considerable right of way. A simple concept design could be laid out to estimate the extent of the right of way needed.

It would appear that the capacity and simulation program to review the operation at Coulee Road would be the best next step, but any of the options could be further reviewed.